

## **Summary of Meeting**

### **South East Alaska Emergency Towing System**

Tuesday, March 1st, 2011

John Brown, ADEC, CART  
Scot Tiernan, ADEC, SART  
Sarah More, ADEC, SART  
Tim Robertson, Nuka Research and Planning Group (ADEC contractor)  
LCDR Maeve Keogh, USCG, 17<sup>th</sup> District  
LT Dan Seymour, USCG, 17<sup>th</sup> District  
David Seris, USCG, 17<sup>th</sup> District  
LCDR Mia Dutcher, USCG, 17<sup>th</sup> District  
OSCM Jeremiah Roberts, USCG, 17<sup>th</sup> District  
CWO Mark Helmers, USCG, 17<sup>th</sup> District  
CAPT Craig Lloyd, USCG, 17<sup>th</sup> District  
LT Brooks Crawford, USCG, Air Station Sitka  
CDR Dan Youngberg, USCG, Air Station Sitka  
CDR Kurt Clarke, USCG, Sector Juneau  
LT Sean Konecci, USCG, Air Station Sitka (teleconference)  
LCDR Scott Jackson, USCG, Air Station Kodiak (teleconference)  
LT Vincent Jansen, USCG Air Station Kodiak (teleconference)  
LT Stan Robinson, USCG Air Station Kodiak (teleconference)  
Kathy Hamblett, USCG, Sector Juneau (teleconference)

The purposes of the meeting was to brief attendees on the ADEC's Emergency Towing System and discuss the opportunities for the USCG and ADEC to work together to develop additional emergency towing systems and to exercise these systems. After introductions, John Brown provided an update on the status of delivery of the new ETS system to the air station in Sitka. The basic components will be delivered within the next two weeks. Some components, such as the cargo net and lighted buoy, will be delivered later. There was a discussion of staging the ETS in Ketchikan and it was decided that it would be best to stage the system in Sitka. Comsey, Mark Helmers, and John Brown will coordinate on packing and storage of the Sitka ETS once the system and supporting equipment arrives.

These was a discussion of the need to develop a smaller ETS targeted at towing vessels less than 10,000 tons, typical of a fishing vessels. This system would be lightweight and better suited for use with most USCG vessel assets, both vessel and helicopters. It might be possible to design this lightweight system such that it could be delivered from a hoist, negating the need to sling-load the system to a stricken vessel or rescue vessel Mark Helmers will develop initial specification for this proposed system.

The ETS manual was discussed and it was agreed that the manual should be as non-geographic as possible and targeted to a general audience. Check lists should be developed that can be used by translators to brief foreign crews over satellite phones.

The manual should include the process to be used for cost recovery. A memorandum of agreement between the Coast Guard and ADEC will also be included in the manual. Tim Robertson is coordinating changes to the manual and will have a draft for everyone to review within the next 6 weeks.

The process for air delivery of the ETS using USCG helicopters was discussed. It was determined that whenever possible, USCG pendants and MK 105's should be used to ensure that the pendant is compatible with the operating conditions and situation. This will also insure that properly trained people are conducting inspections, maintenance and certifications of the hoisting equipment. The pilots recommend the cargo net delivery over slinging the entire storage container. LT Comsey? will work with Sitka air crews to familiarize them with the system and provide them the opportunity to practice sling delivery.

A Southeast Alaska deployment exercise was discussed. It was agreed that the involving the cruise ship industry, local tug operators, and the marine pilots would be beneficial. The option of conducting the exercise in conjunction with the buoy tender roundup the week of July 18<sup>th</sup> was considered. The option of using an ore carrier associated with Hecla's Greens Creek mine was also discussed. Sara Moore will provide a contact for Hecla Mining's marine operations. Tim Robertson will contact them, the Northwest Cruise Ship Association, AMAK towing, and the Southeast Marine Pilots to determine the best option for the 2011 exercise. Mr. Robertson will coordinate with Dave Seris on the involvement of buoy tenders in the exercise.

A towing exercise in the Arctic during the summer of 2011 was also discussed. The exercise would most like involve the cutter Midget and the buoy tender Spar somewhere north of the Bearing Straights around the 10<sup>th</sup> of August. The crew of the Midget may be briefed in Kodiak as they pass through at the end of July. The Kodiak ETS will be used and likely will be transported north by a C-130 to a shore-based airport and then delivered to the vessels by DOD or USCG helicopter. John Brown will be the ADEC point of contact for this exercise. Mark Helmers and Jeremiah Roberts will take the initial coordination for the USCG.

Future meetings will be scheduled as necessary.